NOSTALGIA

All new at the Pru but there is peril on the river and a maths loser wins

***MIKE PETTY** AND **JAMES MILNER** LOOK THROUGH THE **CAMBRIDGE NEWS** ARCHIVES AT SOME OF THE STORIES FROM THIS DAY IN THE PAST*

Steam locomotive leaving Cambridge Railway Station in 1962

Last steam engine leaves station - 1962

Two local men were on the footplate of a B.1 class locomotive when it steamed out of Cambridge Railway Station to close an 80-years period of railway history.

Driver Bertram George and fireman Ivor Wilson were in charge of the 100-ton engine as it left the goods sidings with one carriage and a truck.

It was the last train to leave Cambridge hauled by a steam engine. During the weekend, a dozen other steam locomotives were driven or pulled to engine sheds in London as railwaymen finally severed their connections with the 'steamers.'

Now, all trains are being hauled by the new high-speed diesel locomotives.

New Pru building open for business - 1959

The giant new prudential building on the junction of St Andrew's Street and Emmanuel Street incorporates the latest building techniques with heating and hot water provided by electrical units which take power from the mains during 'off-peak' hours and store it for use during the day.

Acoustic ceiling tiles provide quieter working conditions, floors are of a coloured plastic tile, and decorations in pastel shades.

The basement contains a large garage and special storage to cater for the large use of bicycles by staff.

Prudential Building

Man killed in traction engine disaster - 1904

A series of picture postcards showing the results of the fatal explosion of the traction engine at Linton has been issued by Mr S.F. Talbot.

They illustrate the terrible force of the explosion.

The heavy engine was torn in sunder as if it had been paper and huge pieces of metal were thrown many yards.

Looking at the photographs of the wreck, one can only marvel at how the driver escaped with his life – it was the driver of a water cart that was killed.

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